

Flight Plan

Spring 1998 Washington State Department of Transportation Aviation Division

Some Wins and Losses in Aviation Legislation

by Bill Brubaker, Aviation Division Director

Aviation related bills figured prominently in this years legislature, but in the end less than half a dozen found their way to the Governor's desk for signature. Among those that survived were Senate Bills 6228 and 6229, both of which were sponsored by Senator Mary Margaret Haugen and supported by the Aviation Division.

The Wins

Senate Bill 6228 will increase the Aircraft Dealers License fee from \$25 to \$75 and increases the annual renewal fee from \$10 to \$75. The bill also increases the cost for additional dealer license plates from \$2 to \$10. In the past, the fee revenue has been deposited in the General Fund despite the fact the entire dealer license program is administered by the Aviation Division. Under the new law, the fees will be credited to the Aviation Division.

The other major piece of legislation signed by the Governor is **Senate Bill 6229**. This measure is designed to force compliance with the state's Aircraft Registra-

tion law. There are an estimated two thousand unregistered aircraft operating in the state and presently there are only two enforcement options available: request the Washington State Patrol to investigate, or send Aviation Division Staff out to do registration checks. Due to a lack of personnel neither option has been able to significantly reduce the number of unregistered aircraft. Under SB 6229, Port Districts and municipalities which operate an airport must require proof of aircraft registration or the intent to register an aircraft as a condition of leasing hangar or tie-down space for an aircraft. If the aircraft owner has an unregistered aircraft, the airport will supply the owner with the appropriate paperwork with which to register the aircraft. After doing so the airport may sell or lease the space to the owner of the unregistered aircraft, as it then becomes the aircraft owner's responsibility to register the aircraft. At the end of each month the airport must report the "N" numbers and names of those owners to whom the registration material was given.

Both measures go into effect June 11, 1998.

The Losses

Sadly, the Division's two revenue measures did not make it out of Senator West's Ways and Means Committee. One of those bills, SB 6226, was the resubmission of the Washington Pilots Association bill that would have

eliminated the sales tax on aviation fuel and doubled the fuel excise tax. The measure would have resulted in a lowering of the fuel taxes paid by pilots while at the same time, "doubling" the airport maintenance and development revenues of the Aviation Division. The other bill that did not see the light of day was SB 6227, which sought to return to the Aviation Division the entire aircraft registration fee, including the excise tax. Presently the Division gets \$4 plus 10% of the registration fees, with the remainder going to the General Fund.

The Others

Senate Bill 6114

Despite the efforts of the Washington Pilots Association and The Seaplane Pilots Association, Senate Bill 6114, the Aquatic Species Act, managed to survive. The measure is designed to stop the migration of marine organisms into Washington's fresh water lakes and rivers. The critters in question are the Zebra Mussel and the European Green Crab, which apparently attach themselves to the hulls of water craft. The bill specifically mentions "float planes" as among those who will be prevented from operating in the state's fresh water lakes and rivers if they knowingly have operated in waters infested with the aforementioned marine organisms. The hulls can be washed off, but as the Seaplane

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1998 Flight Instructor Revalidation Clinics

Must be a Washington State
registered pilot.

September 12-13, 1998
Spokane
Airport Ramada Inn

November 7-8, 1998
Seattle
NOAA Auditorium,
7600 Sand Point Way NE

January 9-10, 1999
Tacoma
La Quinta Motel

1998 SAR Training and Education Opportunities

These are the opportunities scheduled as of November 3, 1997, all are subject to change. Check our home page at <http://www.wsdot.wa.gov/aviation> for updates.

DATE	COURSE	LOCATION
May 16-17, 1998	Practice Search & Flight Training	Walla Walla, WA
June 5-7, 1998	Mountain Flying Clinic	Wenatchee, WA Wings of Wenatchee
June 26-28, 1998	Mountain Search Flying Clinic	Wenatchee, WA Wings of Wenatchee
<i>Prerequisite: Must already be a qualified Mission Pilot and have at least 475 hrs pilot time.</i>		
July 18-19, 1998	Mission Aircrew Course*	Everett, WA
August 8-9, 1998	Practice Search & Flight Training	Burlington, WA
August 29-30, 1998	Mission Management Course	Kennewick, WA
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
October 3-4, 1998	Mission Aircrew Course*	Spokane, WA
October 17-18, 1998	Practice Search & Flight Training	Wenatchee, WA Wings of Wenatchee
Nov. 21-22, 1998	Mission Management Course	Ocean Shores
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		

* Bring to class a current Seattle Sectional and a plotter or straight edge.

You can register for the above classes by calling the WSDOT, Aviation Division at: 1-800-552-0666 or (206) 764-4131.

If you have any questions, please contact F. E. MacSpadden at the above numbers.

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

Volume 21, Number 2 • May 1998

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Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131). A confirmation notice will be mailed to you.

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate

CFI Certificate Number

Address

City

Day Phone Number

State/Zip Code

Date



FAA Interest Stirred Aviation Policy Approved by Transportation Commission

By Grace Eubanks, WSDOT Communications Office

The Washington State Transportation Commission has adopted a new state Aviation Policy – and the Federal Aviation Association (FAA) wants to use one of the elements as a national model.

More than 10 million passengers now land and take off from Washington airports every year. More than 500,000 metric tons of air cargo pass through Washington's airports annually. Every year, more and more pilots are depending on the state's 129 public-use airports.

Undoubtedly, aviation's role in the state's transportation system has been growing – and the Commission decided last year that it was time to take a fresh look at the mushrooming situation and make sure there's a clear plan for handling the challenges.

With Commissioners Aubrey Davis and Tom Green participating, the Commission convened an Aviation Policy Advisory Committee (APAC) – a rainbow group representing the range of government and civic groups who have a stake in Washington aviation. Represented groups included the Washington Pilots Association, Washington Public Ports Association, aircraft manufacturers, airlines, Washington Airport Management Association, the Washington State Legislature and the Washington State Department of Transportation (WSDOT).

"After many months of sometimes contentious dialog, we're ready to

present a proposal that does have the support of a very broad range of stakeholders," Aviation Director Bill Brubaker told the Transportation Commissioners.

The proposal addressed two related – but not identical – issues:

- (1) What interest (responsibility) does the state have in seeing that Washington has aviation services and facilities to meet today's and tomorrow's needs?; and
- (2) what is the state's role in seeing these needs are met?

Noting that the proposal defines "new state roles in four areas" – Brubaker, Theresa Smith, Manager of Aviation Planning,

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and Charles Howard, WSDOT's Transportation Planning Manager, presented APAC's recommendations.

Pointing out that the committee agreed that "issues in which the state has an interest may not necessarily be issues over which the state has authority," Howard reported that APAC defined these four areas of state interest: preservation, safety, capacity and protection of the environment.

As for the roles of the state – with WSDOT being its main agent – the

committee recommended new state activities in three areas, plus an increased role in public outreach and education. Some of the specific recommendations were:

- Preservation – (1) that the state develop a technical assistance program to help local governments implement 1996 legislation that requires them to protect general aviation airports from encroachment (and perhaps extinction) by incompatible land use; (2) that the state pursue budget increases for the state Local Airport Aid program for tackling the \$60 million worth of preservation needs identified at general aviation airports last year; and (3) that the state coordinate an effort promote off-site mitigation of wetlands and to allow airports the ability to participate in WSDOT's wetlands banking program, which allows mitigation to be done "off site."

• Safety – that the state support an increase in general aviation infrastructure funding for safety needs and maintenance of our air system for emergency response.

- Capacity – ("The growth of population and airline service to Washington and other factors has led to increasing flight delays and ground congestion at air carrier airports.") that the state address the growth in surface transportation needs as they relate to the growth in airport activities.

- Public outreach: that the

See *Aviation Policy* on page 8

Art Contest Winners Announced

by Randi Christenson

Palette and brush have been put away for another year but the celebration continues for the winners of the 1998 International Aviation Art Contest. The annual event is sponsored by the National Aeronautic Association, The National Association of State Aviation Officials and the FAA with local administration by the WSDOT Aviation Division.

The theme of this year's contest was create a poster for "Air Sports in The Olympics."

The entries are judged in three categories; (I) six to nine year olds, (II) ten to thirteen year olds and (III) fourteen to seventeen years of age. The entries were judged by ballots, cast at this year's Northwest Aviation Trade Show in Puyallup. This year's winners in Washington State are:

Category I

Jacob Gremmert, *Riverview Multi-age Program, Duvall*
Rebecca Gutschmidt, *Riverview Multi-age Program, Duvall*
Amanda Prather, *Riverview Multi-age Program, Duvall*

Category II

April Spaulding, *Bush Middle School, Tumwater*
Irene Willis, *Sacajawea Elementary School, Richland*
Robert Longmire, *Bush Middle School, Tumwater*

Category III

Kristen McCurdy, *Cascade High School, Leavenworth*
Tiffany Haynes, *Cascade High School, Leavenworth*
Stephanie Mooney, *Cascade High School, Leavenworth*



Category I Winner
Jacob Gremmert
Riverview Multi-age Program Duvall

Illustration done with color markers, with a red airplane, blue sky and green landscape.

In addition to receiving a certificate, each winner's entry was forwarded to Washington, D.C., for participation in the national competition.

Look for this year's winners art in color on our home page: www.wsdot.wa.gov/aviation



Category III Winner
Kristen McCurdy
Cascade High School Leavenworth

Illustration done in watercolor with a yellow and magenta balloon with a brown basket. The Olympic rings are in gold. The other balloons are in a rainbow pattern, blue and green, purple and yellow, red and orange, and black and white. The sun (under the word "Sun" is yellow and orange) and landscape is in green and gray.



Category II Winner
April Spaulding
Bush Middle School Tumwater

Illustration done with color pencils and ink, with an orange (left) and blue plane. Landscapes in greens, yellows and white.

Bill's Column

The 1997 Washington State Legislature is history and like all legislative sessions you win some and you lose some. But regardless of the outcome, it is appropriate to acknowledge and thank those

persons and organizations in the

aviation community who worked so hard on the various bills. I am particularly indebted to Jack McGoldrick of the Washington Pilots Association, Jim Kuntz of the Washington Public Ports Association Aviation Committee and Tom Jensen of WASAR and the WPA, for their testimony before the legislature... the Aviation Division staff who prepared the materials that were presented to lawmakers... Reema Shawa of the Legislative Transportation Committee for her assistance in preparing the bills, dotting the I's and crossing T's... Senator Mary Margaret Haugen for sponsoring those measures important to the aviation community... and finally the unseen and uncounted hundreds who wrote letters and made calls of support.

Thanks to all of you and I look forward to working with you again next legislative session.

Bill



IA Seminars Prove to be Popular

The Aviation Division recently completed two highly successful maintenance IA seminars. These two-day clinics are required for the renewal of the A&P Inspection Authorization. The clinics are not limited to the mechanic IA renewal process, but offer new processes and procedures to any aviation mechanic. The clinics offer a great opportunity to discuss new materials, practices, equipment and the basics of the trade.

The clinics are held each March in Tacoma and Spokane. The Spokane clinic, in only its third year, had a capacity crowd, as did the Tacoma clinic. The growth of the Spokane clinic exceeded our expectations and looks as if it will be even larger next year.

If you have an interest in these functions, whether or not you are

a practicing mechanic, they offer great insight into the care and maintenance of the general aviation aircraft. One of the most attention-getting classes is the Human Factors course offered by Gordon DuPont or our chief instructor, Johnny Rush. This class delves into the reasons of how we perform on any given day and what outside factors impact our performance.

These clinics have been held for several years under the able guidance of chief instructor, Johnny Rush, a recognized leader in our state in the field of aviation maintenance. If you would like to attend one of these clinics next march, please contact our office for the dates and times. You will enjoy it and come away having learned something more about your plane. ■

"... Say Again!"

Each year the controllers at Chicago's O'Hare Airport log the more entertaining exchanges between pilot and tower and publish those comments in a top-twenty list. We don't have the space to give you the entire list, but thought you might enjoy several of the most comical transmissions.

"Approach, how far from the airport are we in minutes?"

"November 923, the faster you go the quicker you'll get there!"

"Approach, UAL 525, what's that aircraft doing at my altitude?"

"UAL 525, what makes you think its your altitude?"

"Request runway 27 right."

"Unable"

"Approach, do you know that the wind at six thousand is 270 at fifty?"

"Yeah I do, and if we could jack up the airport to fifty-five hundred, you could have that runway! Expect 14 right."

"The first officer says he's got you in sight."

"Roger, the first officer is cleared for a visual approach to runway 27 right... you continue on a 180 heading and descend to three thousand." ■

In Memory

by F.E. "Mac" MacSpadden, SAR Coordinator

On February 26, 1998, in a tragic lightplane crash, the search community lost two of its most dedicated volunteers. **George Freije** and **Dean Cox** were killed when their aircraft crashed enroute to an airshow in Billings, Montana.

Dean Cox was the WASAR eastside coordinator, an experienced mission pilot and mountain flying instructor. Dean's cheerful disposition and can-do attitude were always present.

George Freije was an experienced mission pilot, mountain flying instructor, and WSDOT search & rescue instructor. His many years of experience made him an invaluable asset on all fronts.

Both Dean and George could always be counted on to drop whatever they were doing in order to help a fellow pilot. They did a lot of behind-the-scenes work, assisted with call-outs, search exercises and preparation for currency training. These gentlemen exemplified the best in our volunteer search community.

Our time with these fine individuals was far too short. Filling the void that their passing has created will be an almost insurmountable task. As the poem "*High Flight*" says, they have "...slipped the surly bonds of earth and danced the skies on laughter-silvered wings." ■

Flying Around....

Arlington EAA Fly-In	Arlington	July 8-12, 1998
Aviation Collectibles Show	Tacoma	June 27, 1998
Bowerman Field Fly-In and Airport Awareness Day	Hoquiam	May 9, 1998
Concrete 16 th Old Fashioned Fly In	Concrete	May 15, 1998
Corvallis Air Fair 98	Corvallis	August 22, 1998
Desert Aire Fly In Pancake Breakfast	Mattawa	July 18, 1998
Eugene Air Fair 98	Eugene	July 18, 1998
Evergreen Fly-In/Camp Out	Vancouver	August 14, 1998
Flyerworkds '98	Seattle	July 4, 1998
Jefferson County Fly-In	Port Townsend	July 18, 1998
McChord AFB Rodeo '98	McChord	June 19, 1998
Reno Air Races	Reno	September 17, 1998
Rose Festival Air Show	Portland	June 12, 1998
South Puget Sound Air Show	Tumwater	July 18, 1998
Tacoma Freedom Fair	Tacoma	July 4, 1998
Victoria BC Airshow 98	Victoria BC	July 19, 1998
Wenatchee Aviation Day & Fly In	Wenatchee	May 30, 1998
Wings over Walla Walla Airshow	Walla Walla	October 3, 1998
Yakima Wings Program	Yakima	April 25, 1998

Flight Plan is published on a (somewhat) quarterly basis, and every registered pilot in the state receives this newsletter. If you would like us to publish your upcoming events, please send us a flyer or information about your event for our next issue. Please, your event must be of interest and benefit to your fellow state pilots and please, no commercial interests. ■

Legislation: The Wins and Losses

Continued from page 1

Association so aptly pointed out, they're at a loss to come up with an in-flight washing system for float planes.

Senate Bill – 6731

The Governor also signed into law, Senate Bill 6731 which requires airports in the State of Washington, exclusively owned by a municipality outside the State of Washington to pay property tax. The narrowly written measure applies to only the Dallesport Airport in Klickitat County which is owned by the Dalles, Oregon located across the Columbia River. ■

Aviation Policy Approved

Continued from page 3

state provide an aviation outreach program to promote communications with aviation stakeholders, the public and government decision-makers.

"Of these newly-defined roles, we got the most agreement on two things," commented Howard, "that the state take a very active role in assuring compatible land uses around airports and good ground-transportation to airports."

Three APAC members – committee Chair Bill Almon of Yakima, Jack McGoldrick, President of the Washington Pilots Association, and Burr Stewart, Washington Public Ports Association/Aviation Committee – attended the session and urged the Commission to

adopt the recommendations as policy.

The Commissioners cast a unanimous vote in the affirmative.

Smith, who was a key facilitator in the process, happily shared another piece of news. "We've just received word from FAA that their Land Use Compatibility Task Force will use our set of proposals as a national model," she reported.

"They said that we are light years ahead of everyone else," Smith added.

For additional information on the new Aviation Policy, contact Theresa Smith at the Aviation Division, (206) 764-4131. ■

